

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) An active impact protection system for a knee area and/or lower leg area of a vehicle occupant in a motor vehicle, ~~in particular a passenger vehicle~~, having an impact element which is extensible by means of a driving device (4) out of a passive position into an active position ~~in the direction of the vehicle occupants~~ in a rearward direction of the
5 vehicle and is formed by an impact lid (2) of a passenger-side glove compartment (3), characterized in that

the glove compartment (3) has a stowage container (7) which is movable by means of the driving device (4) together with the impact lid (2) between a retracted closed position in which the impact lid (2) is in its passive position and an extended open position, in which the stowage
10 container (7) is accessible, in operation of the glove compartment, the driving device (4) moves the impact lid (2) together with the stowage container (7), for activation of the impact lid (2), the driving device (4) extends the impact lid independently of the stowage container (7).

2. (Previously Amended) The impact protection system according to claim 1, characterized in that the driving device (4) moves the impact lid (2) bidirectionally and/or one-dimensionally.

3. (Previously Amended) The impact protection system according to claim 1, characterized in that the driving device (4) includes a drive train (9) for moving the impact lid (2), including retracting the impact lid (2) to its passive position in the event of a force (15) acting on the impact lid (2) from the outside in the direction of retraction,

5 the driving device (9) having at least one damper element (14) disposed in the drive train (9) and cooperating with the latter to dampen a force (15) acting on the impact lid (2) from the outside and driving the impact lid (2) to its passive position.

4. (Previously Amended) The impact protection system according to claim 3, characterized in that

the damper element (14) is activatable and deactivatable, and

the damper element (14) is activated only when the impact lid (2) is extended, and is deactivated during active retraction and extension of the impact lid (2).

5. (Previously Amended) The impact protection system according to claim 1, characterized in that the driving device (4) extends the impact lid (2) during its activation until reaching a maximally extended end position or until a contact sensor or a control unit of the driving device (4) detects contact with an obstacle.

6. (Previously Amended) The impact protection system according to claim 1, characterized in that to activate the impact lid (2) a pre-crash sensor is provided, whereby the driving device (4) retracts the impact lid (2) back to the passive position when a presumed crash fails to occur.

7. (Previously Amended) The impact protection system according to claim 6, characterized in that the driving device (4) is designed so that the rate of retraction for deactivation of the impact lid (2) is lower than the rate of extension for activation of the impact lid (2).

8. (Previously Amended) The impact protection system according to claim 1, characterized in that the impact lid (2) functions as a mobile impact protection system (1) which is also moved in the event of a crash until reaching its passive position, and then in its passive position, it forms a stationary, energy-absorbing, deformable impact protection system (1).

9. (Previously Amended) The impact protection system according to claim 1, characterized in that the driving device (4) is designed so that the rate of adjustment for opening and closing the stowage compartment (7) is lower than the rate of extension in activation of the impact lid (2).

10. (Previously Amended) The impact protection system according to claim 1, characterized in that the stowage container (7) is designed as a retractable and extensible drawer.
11. (Previously Amended) The impact protection system according to claim 1, characterized in that the driving device (4) extends the impact lid (2) into a predetermined preventive position when the passenger has not engaged his seatbelt while the vehicle is being driven.
12. (Previously Amended) The impact protection system according to claim 11, characterized in that the driving device (4) stops the extension of the impact lid (2) into its preventive position when a contact sensor senses contact with an obstacle.
13. (Previously Amended) The impact protection system according to claim 11, characterized in that the impact lid (2) cooperates with a visually discernible warning to engage the seatbelt, such that the impact lid (2) conceals said warning in its passive position and releases the view of the warning when moved into its preventive position.
14. (Previously Amended) The impact protection system according to claim 11, characterized in that the driving device (4) automatically retracts the impact lid (2) into the passive position as soon as the passenger has engaged his seatbelt.
15. (Previously Amended) The impact protection system according to claim 11, characterized in that the driving device (4) is designed so that the rate of adjustment for adjusting the impact lid (2) into its preventive position and back is lower than the rate of extension in activation of the impact lid (2).
16. (Previously Amended) The impact protection system according to claim 1, characterized in that a clamping sensor stops the retraction movement of the impact lid (2) when it senses contact between the impact lid (2) and an obstacle.
17. (Canceled)
18. (Canceled)